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#### The Conference on Uniform State Laws.

The annual conference of the State in Washington yesterday. Such comorty-four States, two Territories, the which the Federal Government has no Federal legislation is objectioncourse, there always stands the ques-tion as to what are the proper subject to wear the Hughes mantle are yet to latters for legislative uniformity and what are not.

mong the addresses delivered ves was one by Judge ALTON B. PARKER, formerly of the New York rt of Appeals, and there was also by SETH Low of this city as presiof the National Civic Federation. Low stated that the National c Federation did not pretend to be originator of the movement, while PARKER frankly claimed that the ission on Uniform State Laws was conceived by lawyers and brought h by the American Bar Association. hatever its origin, it must be con-reded that the project has met with genapproval' throughout the country that the work of the Commissioners ar as it has gone has been both conrative and useful. It has procured enactment of the negotiable instruts law, which, as Judge PARKER already adorns the statute books thirty-six States, two Territories and District of Columbia." Four other ments have been recommended nall the States for adoption by the conts to be desirable that the laws of all subjects to which these proposed statites relate.

expected. As Judge PARKER well says: to extreme lengths. There are diversities of climate, of production, of tradition, of heredity, of population, of pursuits, among the people of our several Commonwealths which should in progress, now hanging on the de-be generally respected." Both Judge cision of a single man? PARKER and Mr. Low appear to agree in thinking that the laws of negligence hould be changed so as to substitute united with the political future of the in this city at the expense of the taxpayworkingmen's compensation everythere for the liability of employers. Mr. Low asserts that this change has neer made in every country of Europe s a result of modern industrial conditions. In England the statute on this subject provides compensation for the injured workingman during disability quivalent to 50 per cent. of his wages. and in case of death or total disability sum equivalent to his wages for four ears. "Surely," says Judge PARKER. this country ought not to lag behind those enlightened nations [meaning of our commerce with the Western illustrated weekly published in Boston Germany and England] in righting what Hemisphere as a whole. In 1899 the fifty years ago. now the most monstrous injustice of United States bought from and sold to the age." We do not quite understand its neighbors in North America. South name for the former shellfisheries dewhat Judge PARKER means by "the most America, Central America and the West partment of the Forest, Fish and Game monstrous injustice of the age." Surely Indies merchandise valued at \$420,000,the heavy verdicts which servants are 000. Complete returns for 1909 are not be essential to the contented existence constantly recovering against masters yet available, but the indications are of this branch of the State Government. in this country for personal injuries that its business amounted to about The forest, fish and game law can never received in the course of employment \$875,000,000. Comparison of these fig- be left in the same form two years in do not indicate that our workingmen are ures with those from other trade areas succession. We are always told, as Mr. suffering any great injustice by reason fully supports the argument advanced Wood now tells us in announcing the of the manner in which the law of neg- at various times in THE SUN that the change in the name of his bureau, that bgence is now administered by the Western Hemisphere is the natural much that was positively harmful in the courts. It may be that Judge PARKER sphere of commercial influence for the former law has been repealed. "se well means that the mofistrous injustice is United States, that the lines of least as provisions which were archaic and suffered by their employers. We are commercial resistance for this country useless." There is nothing archaic no means sure that organized labor run north and south rather than east and about one feature of Mr. Wood's report. would be content with the measure of west. compensation provided in the English and German statutes. Mr. Low is more specific than Judge

PARKER in regard to the subjects upon which he deems uniform legislation desirable. His list includes railway regmation, corporation regulation, workrigmen's compensation, pure food, pure mals and animal products, raw cotton graphic group entitled "Senate Commitdrugs, good roads, vital statistics and and copper. It is probable that considinsurance. We do not feel certain erably less than one-quarter of American Oyster Beds." There is not an oyster about his corporation regulation. If exports to Europe involves any selling bed in sight and most of these officials the conference attacks this subject it effort whatever; certainly a very large will probably have nothing else to do part of them is merely the supply of an for a number of years; and we fear that existing demand. In those articles is able reminder of their arduous public any corporation law upon which all the little or no commercial resistance, but aw. At all events there is no prospect which no selling effort is required, the it would be in better taste to pay for

subject as long as some of the ously if not disastrously affected. states boastfully offer inducements to . It would be difficult if not impossible

ganize corporations under their favoring different States that a uniform good roads law is also of doubtful expediency. A uniform law, however, relating to pure food and pure drugs would be a good

The objects of the Conference on Uniform State Legislation are so worthy that every one must wish it success in points clearly to the conclusion that s oo its labors. It is greatly to be hoped, 2 00 however, that the increased public s co attention which its work is now receiv-70 ing will not induce the Commissioners from any other field. This is parto abandon the conservative procedure which has characterized their action in in South America and sales in Asia the past, and above all that doctrinaire notions will never be allowed to prevail in their deliberations.

#### The Third Term.

The rumor that Governor HUGRES will not be a candidate again, which the Tribune revives in its news columns, is too familiar to excite much surprise. At this time in the political year the Governor has twice before declared against a Gubernatorial nomination and nevertheless accepted when a Saratoga convention offered it. In 1906 and 1908 the Governor's decision was quite as fixed as it can be now, yet circumstances altered it, and similar circumstances are not now lacking.

Chief among the circumstances that make for the third term, of course, is the direct primary scheme. Its defeat at Albany this year is confidently predicted by friend and foe alike. Progress demnissioners on Uniform Laws began the propaganda has made indubitably, but in the opinion of Albany observers ers have been appointed by not enough progress to overcome the overwhelming majority of last year. District of Columbia and the Govern-ment of the Philippine Islands. The suppose of the conference is to devise of the movement? Who is there to formulate uniform statutes for continue the fight, to make the Guberion by the several States and Ter- natorial canvass as a direct primary ies relative to subjects in regard champion? A few earnest young men thich it is generally agreed that not without ability, such as the Hon. formity is desirable, but concerning JOHN LORD O'BRIAN of Buffalo and the Hon MERWIN K HART of Oneida to legislate or in reference to have enlisted in the movement. All over the State a number of citizens of Back of the whole movement, of only local prominence have advocated

As for the politicians who have seized upon the direct primary affair as an opportunity to mend or make their rtunes, their motives are too transparent to permit possible de They at least will not succeed the Hon. CHARLES EVANS HUGHES; the contrast would be too apparent to all. Not to the Hon. HARVEY D. HINMAN, political heir to the machine of that sturdy old fashioned boss the Hon. GRORGE W. DUNN: not to the Hon. DEMOSTRENES DAVENPORT, the lightning rod of the agitation; not to the Hon. WILLIAM H. WADHAMS of Wadhams, with his travelling expenses for self-advertise-ment charged to the cause; not to the Hon. EDGAR TRUMAN BRACKETT of Saratoga Salvation fame, if he later embarks upon this voyage, for reasons that explained his presence in the Hughes State League; not to these and all the other heroes of the sutler's wagon will the sincere followers of Governor HUGHES look

Direct primaries after all has been the Governor's own creation; he made the ence during the nineteen years or night possible by enlisting, his popua existence. These are a warehouse larity rendered it respectable even in receipts act, a sales act, a bill of lading defeat. All that it has possessed of an act, and a stock certificates act. It appeal to the respect or the intellirence of the community he put into th he States should be uniform upon the affair himself. Can he then quit the thing now? The ship is not exactly sinking, to be sure, but unless the Gov-When we go further, however, and ernor stays aboard what serious chance uire what additional matters should is there that it will ever make port? To be brought within the scope of uniform- his friends and enemies alike, will not by some divergency of opinion may be a retirement savor too much of surrender to satisfy so uncompromising a There is danger in pressing uniformity fighter as the Hon. CHARLES EVANS HUGHES? To him first, to all his followers also, will not reasons personal and pecuniary bulk small in contrast with the battle for human liberty now

> For ourselves we have regarded the fate of direct primaries as inseparably Hon, CHARLES EVANS HUGHES. The departure of the latter, it seems to us, of the former. In this case it would appear not that the fortune of CESAR stowed only on oyster planters who are is in the boat but that the future of the craft rests entirely upon CÆSAR

# Our Most Promising Markets.

The Bureau of Statistics reports that Canada has more than doubled in the dinary illustrations? They remind us last ten years." The same can be said of the pictures in Ballou's Pictorial, an

Europe is of course our largest market. consist of four special commodities or documents rather than an archaism. groups of commodities, breadstuffs, anitates are willing to agree will be a bad if our exports were limited to lines in of a satisfactory uniform statute on industries of the country would be seri-

our total exports is represented by statutes. The topographical and physical conditions differ so greatly in the comparison with those made in com- Growth Oysters," three oystermen "Inpetition and as a result of aggressive trade activity. A rough estimate indicates that about two-thirds of the business is in the former class and about one-third in the latter. A review of the records by geographical divisions, by commodities and by trade volumes on a basis of employed trade energy returns from the Western Hemisphere are larger and more satisfactory than ticularly clear in a comparison of sales In 1899 exports to Asia, including Japan, were valued at \$53,800,000 and exports to South America at \$37,400,000. Last year's sales to South America lead those to Asia by nearly \$10,000,000. In 1899 sales to China were valued at \$15,225,000 and sales to Argentina at \$11,325,000. During the eleven months of 1909 ended with November, the latest report, sales to China were valued at \$18,800,000 and

to Argentina at \$31,700,000. Efforts to increase trade in the Far East through diplomacy have not been notably successful. Last year's sales to China with its 400,000,000 people were about the same as sales to Brazil with possibly 20,000,000 people. Mexico's 15,000,000 people bought from us last year considerably more than twice as much as did Japan's 50,000,000, and Canada's 7,000,000 bought more than four times as much as China and Japan combined, while the purchases of little Cuba's 2,000,000 equalled those of China and Japan. Given equal transportation facilities and the same effort, diplomatic and commercial, in both regions and there is little short of a certainty that sales in South America would in a few years be several times the sales in

the Far East. The most promising markets for the

#### An Elegy by the Bard of Alamo. With a certain modest pride we give

United States are easily those of the

Western Hemisphere.

this letter to the world of letters: "TO THE EDITION OF THE SUN-SEC. I SA you herewith the latest production of JAMES B. Elators, the Bard of Alamo. It was written by the Bard and it was intended by him that it sho have been read at the dedicatory services of the Wallace statue at Washington. This arrangement could not be carried out, so he requests your paper to publish it. M. E. FOLMY.
"INDIANAPOLES, January 18."

Long faithful to this king of song and his ardent propagandist in the East, we find in this request an honor and a duty. Yet the generous singer gives too much. He forgets his own interests. Some taste and antepast of the sacred poem we will not defraud our readers of; but of the perfect chrysolite we shall take less than half. If Elmoreans are angry with us, let them wait until this simple and sublime elegy appears in the master's collected works. We content ourselves with the second and the penultimate stanza:

" A hero, as a gallant knight Whose fame is handed down. His sword and pen both gleam alike From times of world renown. As one that strengthened Mossa' hand In that far distant hour.

And lest a lovely flower." If there is not here a tenderness. gentle melancholy, something Goldsmithian, some smack of the Dr. JOHNson of the lines on the death of Mr. our days and nights to the Bard of Alamo. How poor and pitiful, in comparison, is the affected simplicity of the series of poems called "Rhode Island Bards," written, we are informed, by a professor in Brown University and palmed off under various names as native verses by that expert sartor the Providence .Journal!

And Indiana lets her Infant Phenomenon the Grand Young Man sputter and shriek and tries to hide the gracious work of her greatest poet!

# A Pictorial Public Document.

Why should the State of New York publish a picture of a private fish market ers? Why should the State adorn the would remove all possible apprehension of seven well known oyster planters? Woop, the State Superintendent of Ma rine Fisheries, in whose annual report, trade between the United States and just published, we find these extraor-

The Bureau of Marine Fisheries is a new Commission. Eternal change seems to It gives a particular firm of fish dealers an advertisement for which they would taking about 70 per cent. of our total have had to pay many hundreds of dolexports. Our sales there show an in- lars if it had appeared in any popular crease of about 25 per cent. in the last magazine of equal circulation. This is a ten years. Fully two-thirds of them development of the New Idea in public

> The report also contains a phototee and Health Commission Inspecting Oyster Beds." There is not an oyster bed in sight and most of these officials seem to be inspecting the camera. Doubtless the report will form an agreeable reminder of their arduous public services among their families and friends. We may suggest, however, that it would be in better taste to pay for such pictures out of their own pockets instead of out, of the State treasury.
>
> The Castle of Virtue.
>
> The Castle of Authority is intended as a repreach, what shall we think of Sir Hercules Language traverset who assistance, repiled. "Not quite; I had the assistance of a bottle of prove who, asked if he had finished three bottles of port without assistance of a bottle of port without assistance of a bottle of port without assistanc instead of out of the State treasury.

Mr. Wood also shows us "An Oyster inhabitants of other States to or- to determine just what percentage of Boat of the First Class" (no second class

oyster boats admitted on any terms); a specting Contents of the Dredge," and finally "Seed Oysters from New York Unloading at Puget Sound."

Our enthusiastic Superintendent Marine Fisheries wants the Legislature to give him a shellfish navy, such as they have in Virginia, to hunt down piratical oystermen on the Great South Bay; and when he gets it doubtless a picture of the fleet will appear in his next annual report. Surely the Empire State should not be behind ,the Old Dominion in a matter of such transcendent importance.

If pictorial illustrations are desirable in one sort of Government publication, why not in all sorts? The official papers of each Governor might be adorned with his portrait and that of his military secretary in full uniform, together with a view of the Executive Mansion. A photograph of our gental Superintendent of Education in the report of his department would please every teacher in the State who received it, and for two or three years to come at least he might insert pictures of the new education building at Albany in its various stages of progress toward completion. Above all the Legislative Red Book, which is published at the beginning of every session, would present unsurpassabl opportunities in the direction indicated. This volume contains lists of all the important officers in the State, and if it were illustrated on the same principle as the report of the Bureau of Marine Sisheries (formerly Oysters) it could be readily doubled in bulk.

We commend Wood's Oyster Picto rial to the critical consideration of the Hon. CHARLES EVANS HUGHES.

WARRINGTON, Jan. 16.—Assistant Secretary of the Treasury Cuntris, who is in charge of customs has handed down an epinion holding that "sus penders made of cotion or other vegetable fibrand India rubber or of which cotion or othe vegetable fibre and India rubber are the component material of chief value, not embroidered by hand or machinery," shall hereafter pay a duty of 45 per cent, ad valorem instead of 60 per cent ad valorem instead of 80 per cent ad valorem as heretofore.—Yesterday's Sun.

Is it thus that the underlings of plutoc racy trifle with the holiest feelings of plain people? What is a reduction of 15 per cent. on cotton, vegetable fibre or india rubber suspenders to the "one gallus" men? A paltry seven and a half per cent.

Is the Hon. JOSEPHUS DANIELS'S new paper right in calling the Hon. WILLIAM ALLEN WHITE of Kansas "the brains of the Republican opposition to the Aldrich Taft-Cannon Republicans"? If it is then, with all respect for those Sunflowe Brobdingnagian convolutions, the opposi-tion seems somewhat underbrained.

#### JERSEY FARMS IN DEMAND. Particularly Those Producing Poultry for the Metropolitan Markets.

To THE EDITOR OF THE SUN-Sir: There

is more activity in the buying of farm lands in New Jersey by progressive young farmers from the West than was ever recorded Most of the buyers are from the Dakotas. Minnesota, Iowa and Nebraska. The mo-tives of these men are said to be the low prices for good farming land in New Jersey and New York as compared with Western and New York as compared with Western farm lands, and the nearness of the farms of the Eastern States to the large cities.

Recent sales of good farm lands in New Jersey that are equidistant from New York and Philadelphia were closed at 25 per cent. below the ruling prices for arable land within twenty-five miles of Minneapolis. Farming in New Jersey last year averaged a brofit of 20 per cent. on capital invested, and the demands from the metropolitan districts of New York and Philadelphia were for twenty times the yields from all the farms of New Jersey. Poultry farms in New Jersey are paying an average profit of 30 per cent. a year. Producers of chickens, ducks, geese, turkeys and eggs throughout New Jersey receive cash at their doors for all they can deliver to buyers. The farmers are now the richest class in New Jetsey, owning about 50 per cent. more than the aggregate assets withia the State

Jersey, owning about 50 per cent. more than the aggregate assets within the State of the transportation, iron and steel and petroleum industries.

Last year's receipts by the summer hotel and boarding! housel keepers in New Jersey are said to have been \$35,000,000. Ten years ago the business was but half of last year's total. This development of the summer resort business has done great things for New Jersey farmers by giving them a rouck cash market for all kinds of products. The annual profit from one New Jersey hen is one doilar. If the State had a bundred times as many hens the great markets of the New York and Philadelphia metropolitan zones would jump for all the eggs and chickens like hungry front for files.

Newarg, N. J., January 17. Essex.

### THE NEW BOSTON SEAL. Reproof of Suffolk County Ignorance of

TO THE EDITOR OF THE SUN-Sir: In THE SU imself and others, wants to know what A. Ward's ers? Why should the State adorn the same public document with the portraits of seven well known oyster planters? Why should this compliment be bestowed only on oyster planters who are "well known," excluding the smaller fry? Is not there a touch of snobbiehness here on the part of Mr. B. Frank Wood, the State Superintendent of Ma-

subject.
A zoo is one of the planks of Fitzy's platform that made him Mayor, and I trust be will procure one of those "little cusses" for our amusement, for it looks like a 1 to 10 shot that we shall have time to spare during his administration; and where on earth can you find a better place to kill

Out of work and howhere to go! Why, you might just as well be in jail. 'tis just the same. The Mayor-elect no doubt foresaw all this during the campaign, and what seemed a puzzle to us then is now clear, for in addition to giving jobs to quite a few as attendants in the menagerie it will afford all a chance to brush up on their knowledge of animals and their habits, so that when we speak of the study of animals we can do so intelligently and not make an ass of ourselves and become the laughing stock of the whole world. Wake up; and don't but the town on "the bitink" with such inquiries. E. F. B. blink" with such inquiries. BOSTON, January 17.

## Ravages of the Tweed Cap.

From the Westminster Gazette.
The Tastor and Cutter has noted, with a certain The Tailor and Cutter has noted, with a certain apprehension, the incursion of the tweed cap into fashionable life. It appears even on the heads of men in evening dress. The City man, the Member of Parliament and the doctor are bound to the silk hat. But you with note the curious ramifications of commerce when fashion steps in. A silk hat in London connotes an umbrella, for no man will risk a guinea's worth of hat without covering it with an insurance. Nowadays you will find the West End spattered with men of substance in tweed caps that will defy any probable rain, and they do not carry umbrellas. They are independent of the weather, and have improved on the days of the beaver hat, which was imprevious but cumbersome, and when umbrellas were curiosities. The umbrella trado was impervious but cumbersome, and when um-brelias were curiosities. The umbrelia trade depends on the silk hat.

## The Castle of Virtue.

ATLANTIC CITY, January 17,

Three years ago the Royal Commission on Canals and Waterways was appointed to consider the advisability of an organized effort to improve the inland waterways of England. That its investigations have resulted in a verdict of "not proven" is disclosed by its fourth and final report, made public at the close of the year. Of the sixteen members of the commission eleven make certain tentative recom mendations, confessedly based largely upon supposition, toward the resuscitaion of the rivers and canals, while dissent in incisive and fortified expres sion. One member says that he signed the report because it contains much use ful history and description.

The body of the document states that there practically has been no building or improvement of inland waterways during the era of the railroads, that many of the canals have lapsed into disuse and many others would have fallen into decay were not their maintenance obligator upon the railroads controlling them. The oft repeated charge that the railroad surreptitiously obtained control of canals finds no substantiation in this report; and t would here if any were possible. statement which the railroads have time and again supported with definite record that at the time of obtaining their charters they were compelled to take over canals with which they would have come competition is without challenge. The report likewise does not substantiate the epeated charge that the railways have alowed their canals to fall into on the contrary bears witness to the fact that the railways with their engineering staffs and larger means have been able to ake better care of their canals than many of the "independent" companies.

The report says that while the total

raffic of the inland waterways is of about he same aggregate as in 1888 there would have been a decrease were it not for the augmented business of two or three waterways that prosper because of certain peculiar advantages, such as the Weaver, which carries salt from the Cheshire fields to the Mersey, and the Aire and Calder, which carry coal from the mines alon twenty miles of gradual slope to the haroor of Goole without transfer from one eceptacle to another. Many of the waterways show what is no more than a normal profit on capital and many others a loss The waterways for the most part are small and disjointed because of lack of uniform ity of gauge and looks. Their ownersh s vested in many companies and author ities which are weak, divided and disorganized, having neither the energy nor n many cases the means to undertake exi It is said by certain witnesses that rai way companies controlling canals refuse o give through tolls in connection with other canals, and by other witness the canals not owned by railroads likewis refuse to give low through tolls. The fact s that the traffic of the canals is very argely for short distances, the average aul being not more than twenty-three

miles, and they are physically unfit for through traffic. During the period when ressels sailed from Liverpool to London t was sometimes found preferable to sub mit to the long journey through the locks that average at least one to a mile, but such considerations have no part in the present day of four hour trains between hat port and the metropolis.

By general admission the raising of funds by private subscription for the improvement of the waterways is not pracicable because, as the report puts it, "of complete want of faith in the future of canals on the part of that investing public who so freely send out their money for railway construction and mining enter prise in distant parts of the world. report suggests that the entire lack of cooperation and organization is largely due to the facts that most of the canal companies are merely tell takers and not carthe land roads. This would seem to accord with the statements of the witnesses in behalf of the railways that the whole trade of England has adapted itself to the railway system, requiring more speed and punctuality in shipment than transport by inland water can ever give, that indeed this form of transport is as obsolete or long distance traffic as the packhorse or the wagon; that, moreover, to compete with the railways the canals would be obliged, as the railways have been, to establish warehousing facilities and to collect many kinds of goods from the consigner and deliver them to the consignee.

return to the United States if I had the means.

Another thing: If anybody thinks that he can obtain work in Quito and make enough to return to the States in I had the can obtain work in Quito and make enough to return to the United States he is greatly mistaken. The chances are very poor. There are several Americans in Ecuador who are in a predicament that I should not like to see any more of my countrymen in. If you publish this letter you will keep a lot of sick people out of sick people trade of England has adapted itself to the

Notwithstanding all of these considerations the majority report of the commis sion suggests that steps be taken by means of capital furnished by the Government toward the improvement of the inland waterways, the formation of through routes and a centralized administration to the end that there may be a marked cheapening and acceleration of inland water transport and a more regular service. It points to the large traffic earried on certain waterways of France, Belgium and Germany and favors the suggestion that through routes over which 100 ton barges can be transported be established between London and Liverpool, Bristol and Hull. Just what the total cost of working out this proposition would be is not known, but the estimated cost of the work required upon the waterways alone to develop this capacity, including the develop this capacity, including the widening of the Birmingham Canal, "the heart of the enterprise," is given as something over \$87,000,000. This does not include the acquisition of requisite real estate or the provision of wharves, ware-houses and terminal machinery. This president and the Secretary of War and the chief of staff of the army have examined his literature. not known, but the estimated cost of the louses and terminal machinery. This majority report, moreover, says that this scheme to be self-sustaining must develop traffic that on the 553 miles of the main lines alone must amount to 2,173,000 tons mile, which is manifold the present

Then this majority report begs the whole question by saying that the work of recon struction cannot be other than a gradua process extending over a series of years, and suggests that further consideration be placed in the hands of a permanent waterway board whose appointment recommends with a scope that would oblige it to go over this matter of proposals for improvement and development from the beginning.

The dissenting members of the commis sion point out that the interior waterways of England, no matter to what extent they may be developed, cannot be made com-parable to the long waterways of the Continent with their large steamboats and great barges, and that the maintenance nd operation of even the canals and rivers of Germany, France and Belgium entail a loss to the respective Governments although the tariffs of the railways are arbitrarily kept at a considerably higher level than those of the water craft. They point out that the canals of England in many cases, of which the Birmingham Canal is typical, are situated at altitudes ranging from 200 feet to over 500 feet above sea level, and therefore have to be sup-plied with water by antificial means. Apropos of this, it has been remarked

ENGLISH INLAND WATERWAYS, that if the canale crossing the watershed are improved the railroads will have a permanent source of profit in carrying water in tanks up the hills wherewith to keep up the supply of water in the canals.

The dissenting members of the commis

sion point out that but a portion of the

traffic of the country is from places of

consignment to places of destination im-

mediately situated upon the waterways,

and that when carriage to and from the

water is necessary in addition to the

water transport, carriage entirely by rail is preferable; that the navigation of

inland waterways is often unsatisfactory because of floods, freezing and drought and in the rivers deposits of floating sand and silt cause varying depths; that a rail-way with its branch lines and sidings can go anywhere and serve every possible interest, permitting the distribution of factories large and small over a wide area, whereas with the use of waterways only factories must be concentrated in certain localities. They point out that the widening of existing waterways as recommended by the majority report would compel the acquisition of real estate lined with structures, many of great value, that would have to be demolished. They point out that the canals would admittedly be of little use for the transportation of agricultural produce or of mer-chandise of high class and that they are chandise of high class and that they are not so suitable for the transportation of coal, which it is assumed will constitute a great part of their traffic, as the railways carry lying principles of commerce—the processes ways, inasmuch as the railways carry coal direct from the mine mouths to the coal depots, thus avoiding the delay and the breakage incident to the double hauling, double unloading and reloading necessitated by conveyance from the to place of use. They point out that the members submitting the majority report are utterly without assurance that traffic would come to the waterways if improved in anything like the volume required to yield interest upon capital and pay for maintenance and operation; that it would be only shippers with adjoining plants who would benefit, and this would be to the detriment of other and competing shippers without water access, but who if the project were carried out at national expense would have to bear a share of the taxation that would be used to the finjury of themselves sind the benefit of their competitors. They point out that this consideration applies with great force to the railways, which are now overburdened with taxation, but which would have to bear a large share of the increased taxation demanded for the improvement of waterways designed in large part to bear a large share of the increased taxation demanded for the improvement of waterways designed in large part to bear a large share of their competitors. It is not a finite to be the same of the competitors, is a most dangerous precedent.

They point out that no proof has been offered of the assertion that inland water transport is cheaper than that by rail if there be counted return on capital. Cost of minitenance and operation of the waterways, together with cost of construction, maintenance and repair of the boats, as well as their operation; that the expensions that the expensions that inland water transport is cheaper than that by rail if there be counted return on capital. Cost of minitenance and operation of the waterways, together with cost of construction, maintenance and repair of the boats, as well as their operation; that the expensions of the countries of the contract of the be only shippers with adjoining plants who would benefit, and this would be to the detriment of other and competing

riers, and that the tolls have to be much lower than when their most formidable | Quito is not what was described in the adought hot was described in the advertisement or in the magazine article. Moreover, if you wish to live in Quito decently it is one of the most expensive cities in the world. The people who are back of this "fake" ought to be ashamed of themselves to dupe sick people. I would gladly return to the United States if I had the

The Whitman Myth Again. TO THE EDITOR OF THE SUN-Sir: A few years ago one of your readers in a communication expressed astonishment at what he termed the abuse of the Government Printing Office by the reissue at the request of a Senator of an emotional report filed in the early '70s and written by H. H. Spaulding, who is responsible for what is known as the Whitman myth. In his address before the American Historical Association here a few days ago the president, Professor Albert Bushnell Hart of Harvard University, referred to this as one of the most interesting examples in American his-tory of a myth that has now been "resolved into

its elementary gases."

I wonder what your former correspondent will think if he learns that Professor Hendrick, Anancial agent and dean of Whitman College of the far West, is spending the winter in Washington urging Congressmen to vote in favor of a bill he has had introduced through the

of staff of the army have examined his literature (which is quite sufficient) and consented to recom-mend to Congress this plan to endow at the expense of the Government a small scotarian coedu-cational college which continues to live in the glamour of this myds for reasons that can easily be understood. Surely wonder at the use or mis-use of a little Government ink will coase if this project becomes a reality. / C: T. JOHNSON. NEW YORE, January 16.

## His Revenge.

From M. A. P.

Mr. Haidane is the most active of the Cabinet
Ministers and is generally in the most robust of
health. He is a wonderful pedestrian and has
frequently done "a little stroll" of fifty-odd miles
in a day. Walking seems to run in the Haidane
family and a good story is told of one of the War
Minister's ancestors. This old gentleman, having Minister's ancestors. This old gentleman, having been prayed for by a clergyman as "Thine aged and infirm servant," immediately suggested a little walk with his surprised clerical friend. The latter consented and the "aged and infirm" Mr. Haldane took him for such a tremendously long walk that when he returned, utterly exhausted, he fell saleep and could only with difficulty be awakened to conduct a religious service.

## Troubles of a Kansas Society Editor.

From the Jamestown Optimist.

The editor of the Glen Elder Sentinel is hidi The editor of the Gien Fider Sentine is hiding this week and armed posses are said to be it search of him. Last week he wrote up a loca wedding and by mistake got the wrong girl name in the writeup. Both girls, the bridgroom, half a dozen sweethearts and many other ple are taking a hand in the pursuit

tabove to tabove what it is coating us to have our snows removed now appropriate the nickname of "Big Bill" for our Street Commissioner!

Darked Naw Yorg, January 17.

THE SHIRTWAIST STRIKE. Counsel That All Women Quit Work Mis-

TO THE EDITOR OF THE SUN-Sir: Now that Mrs. O. H. P. Belmont has sent out an appeal for "a national strike of working girls for the enforcement of woman's rights in the industrial field," Boston women shall hardly be excused for passing the even

My sympathies are actively enlisted upon ie of those who are under the heavy hand of oppressive conditions, and I will yield to nobody in my desire to see prevail. ing throughout the length and breadth of this dear land just wages, fair hours and right conditions of labor. But sacred as necessary to the general peace and pros-perity which these evidently self-elected leaders seem not only to ignore but to

Because of Mrs. Belmont's attack upon the very foundations of civil society the be stayed for a little to promote the defence of those deeper and dearer rights which the strikers themselves are partakers of. Indeed to rescue a multitude of trusting girls from the influence of a blind leader's leader-ship is not a happy task to undertake. It is much easier to win confidence by falling in with bad methods than by attempting to introduce a sound policy; much easier to call for a "general strike" than to set down in

of measuring economic value, the specific state of the industry and the market; the equities involved in the relationships of employers with employees. Above all, the strike leader should realize those human relationships of man to man that, by the very nature of reason, cannot be measured by pounds, yardsticks or dollars. To create industrial chaos it is necessary only to industrial chaos it is necessary only to arouse resentment to the pitch of revolt, to the fury of destruction; but for the creation of a superior order a working programme is first necessary. Mrs. Belmont offers national chaos as the cure for local

industrial disturbance. So irresponsible is her advice that sober sense must give Mrs. Belmont the credit of

at any time.

Far be it from my purpose to seek to deprive, even in thought, workers of the right to go on strike; but there are workers and workers. All workers have indeed the power to go out on strike, singly or by organized bodies; but all workers have not the right to go on strike against economic injustice.

School teachers have not the right. There is no conceivable circumstance under which they should be justified in a strike, sympathetic or on their own account. There is, however, vastly more at stake than the injury that would be caused to that children under their charge in the public schools. A teachers' strike could not set the axe at the root of an industrial evil, but rather it would strike a blow at the very foundation of civil liberty and suthority.

School teachers must in justice have recourse to other expedients in the redress of their grievances, for the sufficient reason that they form an integral part of the structure of dur American republic. Therefore they cannot without treason create the disorder necessarily consequent upon a teacher's strike. Hence a call to reason to rear its ugly head.

There is, too, another class of wage earners whose right to strike is a call to treason to rear its ugly head.

There is, too, another class of wage earners whose right to strike if not completely annulled is certainly greatly abridged by the fact of their quasi-official position. Not so completely as are school teachers in the social service industrial order to the interstate transtries which operate only by virtue of a public franchise, but yet they are both materially and morally attached to it in an official capacity. And at the base of our civil freedom as its cornerstones are out duties civil, political, industrial and meral notical capacity. And at the base of our civil freedom is its cornerstones are on duties civil political, industrial and meral political, industrial and meral nother. Material by the more so since they have fallen into lith another. Material way and the producers of wealth

(Mrs.) MARTHA MOORE-AVERY. BOSTON, JANUARY 17.

# A Servian Usurer's Wife.

From the Pall Mall Games.
Sara Chumitch, wife of a notorious usurer of Sara Chumitch, wife of a notorious usurer of Kragujevata, poisoned him as he was on the point of ruining several families who owed him large sums of money. The jury at the trial recommended her to mercy, says our Belgrade correspondent, and a letter of gratitude signed by hundreds of citizens was read. It was delivered to her on the day after the committal of the crime. Sara was acquitted and received an availon as she left the court.